



HUDSON
MOTOR
CARS

THE N.Z. TRIANGLE



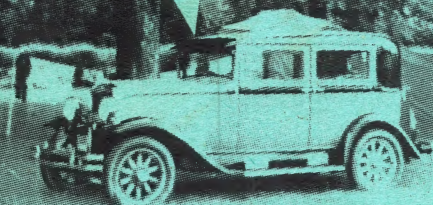
"Dedicated to preserving the great cars built by Hudson"

ISSUE No. 167

MARCH/APRIL

I dont know why
some people are
so reluctant to
enter a rally ?

I see Rons up
to his tricks
again Jack.



PRESIDENTS REPORT

I have had the privilege of travelling with Jack and Irene Nilson on a part of their Coastal Wander with up to eight cars at times. When you saw the old cars and the gear in and around the cars and on trailers it was like turning the clock back fifty years.

What a great bunch of people they all were and even though we encountered a few problems, it wasn't long before it was fixed and we were motoring again. On the Coromandel Peninsular, where almost all the roads we travelled on were metal and contained many hills, all with miles of corrugations, it was a real test of the old cars, and some of us dug up old driving skills we never thought we would use again.

However as one of the full tour members will be reporting on the trip I will say no more, except to thank all those who helped me with my stay with them.

There has not been a great rush of correspondence to me about where to hold the A.G.M. except to say it is about 50/50 to hold it with a swap meet as opposed to Labour Weekend. The Tour Group were in favour of Labour Weekend at Palmerston North, so at this stage, that is the date and location. I have yet to get someone in Palmerston North to organise a venue and other activities, but don't anticipate any problems in that area.

The plea that I make is, if at all possible come to the A.G.M. in your H.E.T., Nash, Rambler product, I'm sure you will find the effort you make is most rewarding to you and your fellow members.

By the time you read this I will have seen a lot of you at the Pukekohe Swap Meet where you will have found those elusive parts, (just kidding).

Well thats my lot for now I must go and get organised for the Tauranga Anniversary Run tomorrow.

Great motoring to you all.

Yours Essexly
Ron.



SECRETARYS REPORT

Every November our local North Shore VCC branch organises "The All American Car Show" which attracts around 200 American cars of every age and a large public. This time again the Hudson products outnumbered the model A's (there were 2 of them). Henry Reinbeek . a new member. brought his beautifull 1930 Hudson 8 (ex. Hans Compter). With some 28 members here in Auckland I am sure we can put on a good appearance next year to show of our Hudson products. I will put a reminder in our magazine in due time.

In the last Triangle I read with great interest Phil Kidd's article re. his mechanical adventures and thoughts.

What I did not like was the fact that he had bearing problems with the rods with a central oil grove all the way around (not the original Essex way). The engine reconditioner who did our engine had done the same!.

I just hope that the fact that I have brazed in a bronze backing . taken out all the shims and have blocked off the oil spray hole in the top half makes all the differendce.

Time will tell.....

The yearly club safari has been apparently a great succes and so far I know Jack did not take of a day ahead of the rest. We look forward to a report about this tour.

In the club files I came accross a catalogue of K-Gap given to us by Press and Janet Kale from the USA when theycame to our last AGM in Palmerston North.

They specialise in all sorts of Hudson rubber, trim items, lenses etc., mainly from 1932 onwards. it is amazing to see what is available.

If you want a copy of this catalogue. just drop a line or give me a ring

Arnold

LETTER FROM THE EDITOR

We spent a couple of days with the Jack Nilson Tour.

All was going well until a club member broke a half shaft, then it was interesting to see how people responded. My wife remarked that most people couldn't get their overalls on fast enough. I will leave the outcome and the story to the person concerned as I am sure they will write about it.

The tour certainly seemed to be successful, I wish we could have spent more time on it.

Congratulations to you All on a Fine Magazine, it is only possible with your contributions. Every issue contains 18 pages of fresh new reading, but my 'Future Issues' tray is nearly empty now.

I am sure 'Jacks Tour' will get a write up, Ron Arnold, Geoff and of course Bob Clark will make their usual efforts but I need you to write something as well.

Since I have been Editor this magazine has not been padded out with reprints of old material, thats not my style and unless I get large numbers of you requesting it I'll not be doing it.

I like the magazine the way it is and if you do to then help me keep it this way.

Trust me, I know what I'm doing.

I have it on good authority that Terry Pidduck is writing the story of the Jack Nilson Tour. Watch this space.....

ED.

LETTER'S TO THE EDITOR

Hello Mr Editor,

Sorry to grizzle but no.165 of the Triangle never turned up. Could you please forward one, I am prepared to pay postage. On the Essex front I have finally found an Essex 4 Chassis. I've been looking for the damned thing for fourteen years, all over the South Island. Well, found one less than forty miles from home. It was set up as a mobile bushmans nut. Last Regod in 1974. Built up as a campervan. Seen the thing many times and never took any notice. Spent a day ripping the body and coal range off the running gear and bought dear old thing home. It has been set up with four wheel interal expanding brakes from a mechanically braked chrysler. The set up is so well engineered that it would be a shame to dispose of them. Maybe I won't. Maybee nothing more from me on Essexs, so say Goodbye.

Thankyou,
Morry Gray.



HUDSON NUMBER TEN

After owning eight Hudsons in the thirties we had always wanted another F Head to go with our 29 Sedan. In 1986 a 28 LWB (murphy designed) Landau Sedan was advertised in the Triangle in Nelson.

I called Geoff Clark who filled me in on the details. A local car dealer had owned the car for more than ten years and although complete the car was semi dismantled. After many sleepless nights we decided that we should purchase the car so the following Tuesday I flew to Nelson with the idea of driving the car home that weekend!!

Immediately upon arrival in Nelson Geoff took me around to inspect the car and naturally some things were better and some worse than expected but by late afternoon I owned the Murphy designed Biddle and Smart built Landau in pieces (a rolling chassis with body).

Geoff and Margaret kindly put me up and on Wednesday morning we towed the chassis around to Geoff's garage. The engine and transmission were lying outside at the previous owners house but upon inspection the engine (having been reconditioned by Geoff some years before proved to be in top condition.

By Wednesday night we had the engine mounted in the chassis and spent most of Thursday wiring the front, fitting fuel lines etc. We had the engine running well by Friday lunchtime and fitted the front sheetmetal and headlamps that night.

I had booked the 6pm Saturday Ficton ferry so Saturday morning we went for a shakedown drive and the car was getting better by the mile. After a few final adjustments at around one o'clock Geoff and Margaret escorted me in the mighty 29 to the top of the Richmond Range where I bade farewell to them. Off I headed toward Ficton a little apprehensive about the trip, but cruised all the way without a hitch.

Heading off the Ferry in Wellington a friendly Hotelier let me lock the 28 in his cellar compound for the night.

Early Sunday morning I left for home stopping for gas and water at Paraparaumu. By now the water pump seals had given up the ghost and she was using water at around a gallon every 40 miles so I loaded on more extra water.

Mid morning just north of Foxton I was cruising along happily at 55mph (happy cruising speed) when the inside of the car filled with smoke - no problem. Then I discovered that the flock inside the rear seat was on fire - set alight by the leaking rear exhaust. The fire only a foot away from my 60 litre gravity feed temporary fuel tank drum in the rear floor area.

With only one shot at putting it out I splashed my last gallon of water on it. 'Roy D Chapin must have been looking over my shoulder as luckily it went out!!

The journey north from that point went without a hitch only interrupted by frequent stops to refill the radiator. I didn't even get a puncture as we had fitted four new tyres before leaving Nelson.

Looking as if it had just been driven out of a former bom - derilect the car attracted much happy attention from passers by.

She pulled up the Bombay hills in top and I'm sure I could have driven Wellington to Auckland in top if I hadn't had to stop for gas and water!! Judy and the boys couldn't believe their eyes when I arrived home around six o'clock.

My original intention was to strip the car completely but wisely decided not to and did a partial rewood on the body frame. None of the alloy panels needed replacement and only the main body bearers suffered major rot. I also decided to rouse the non original 60's lounge suite green interior. We will replace it one day but in the mean time its very serviceable.

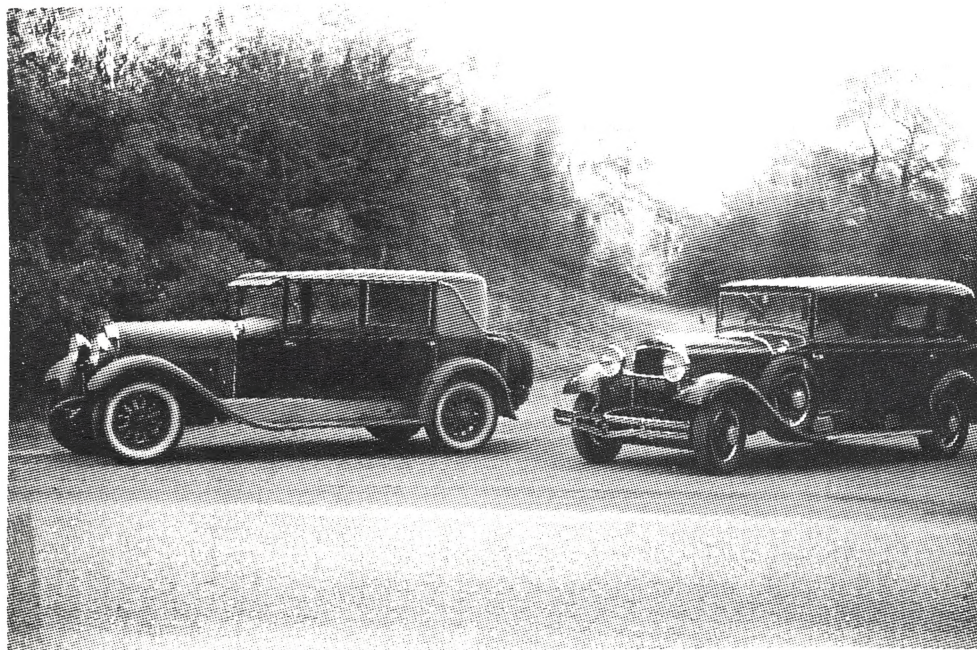
Over the last few years I have completed the body, panelwork and had the car repainted oyster beige on the body and sage green fenders. The unusual colour scheme with varnished spokes attracts much attention and suits the grandness of this fine car.

Recently we've done some rechroming, fitted a new water pump, stainless steel exhaust system rewire and new landau top in tan cloth.

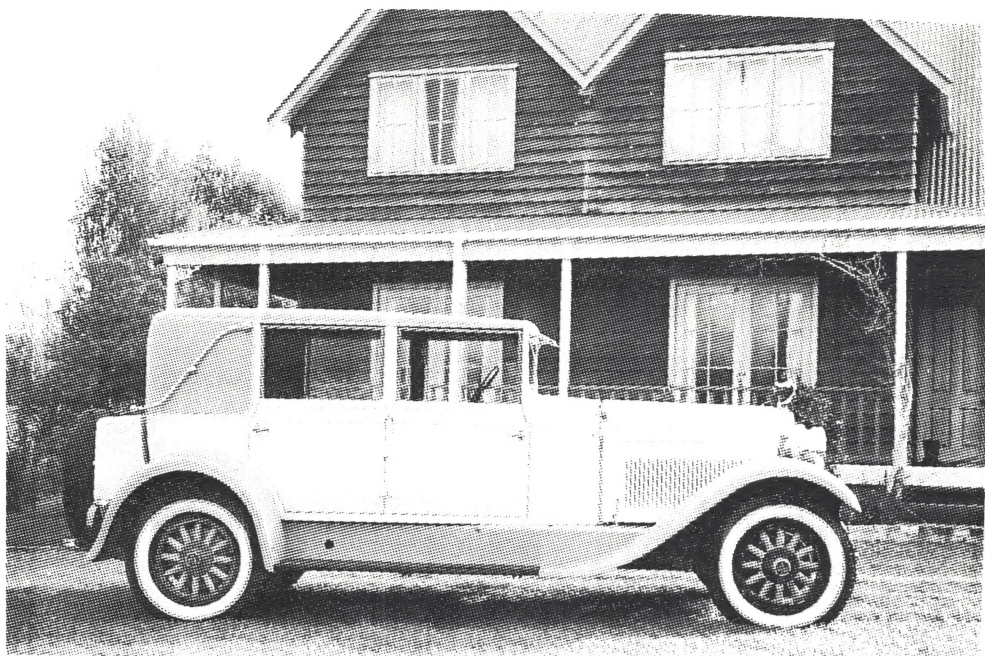
I have still to complete the wheels, and dashboard.

This '28 amazes people with its smoothness and power - I can't help wondering how good they must have been when new, - they must have been great value for money when you consider rivals with custom bodies such as Cadillac and Packard cost considerably more.

Large numbers of Hudsons were used as service cars and it is common knowledge that only Cadillac rivalled their strength power and long life - and that's another story.



THE '28 WITH GEORGE'S '29 AT
THE TOP OF THE RICHMOND HILL.



1928 HUDSON, RICHARD GLASSON.

HUDSON DREAMING.

On a recent trip to the United States of America I made contact with the family of the original owner of my 1953 Hudson Hornet. The family was very pleased to hear that Grandfather's Hudson was being restored in Australia. Mr. Fox's son Hank mentioned that his Uncle had worked at Hudson for a number of years in the experimental section at the Factory. Uncle Fred. had sent his brother several crates of Hudson spares, which he had obtained when the Hudson plant had been closed down. He said that Nash was not very interested in racing so did not value the parts, and considered that they were only worth the junkyard price. I asked what had happened to the crates, and was thrilled to find that they were still in storage in the pole barn on the family farm.

He offered the crates to me as I was restoring his father's car and they were no use to him he said. Of course I jumped at the chance of obtaining N.O.S. parts, and offered to pay for them. "No" he said "just send me a photo when you have finished my father's car". I said that I would give him a drive whenever he came to Australia, so the deal was made.

On breaking open the very heavy crates I found that they were packed with every conceivable Hudson part that you could ever want and then some. Amongst the parts was a experimental 7X block which had been modified to a F head similar to the head used in the Super Six of the twenties.

Just then I woke up and discovered that I had only been Hudson dreaming.



RESTORATION OF A 1929 NASH /Brian Auld.

It was back in August of 1983 that my advert. for a vintage car to restore, was placed in the local paper. I had not long beforehand shifted house and had a bit more room to carry out a restoration plus the fact I was a bit more able financially to handle what I knew would be a long and expensive project.

My advert. brought in a number of replies. In retrospect I should have kept a note of them all instead of stopping once I had made my "find". It would have been interesting to have looked back over such a list.

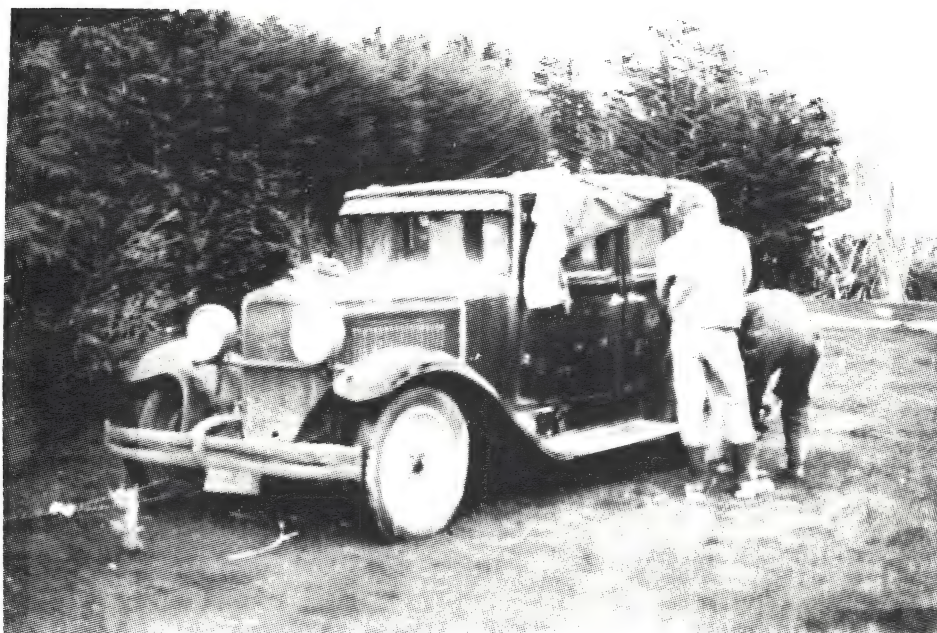
The reply that set me going came from a lady who said she had a 1929 Nash. The car had not gone for about 10 years, it had been driven into an open ended shed on their farm with a suspected blown head gasket. Over a period of time the car had deteriorated. The shed roof at some stage had collapsed causing water from the roof to run down the drivers side rotting out the timber frame and much of the panelwork particularly on that side. The lady selling the car had worked for Motor Registration and although the car was far from mobile had kept the registration alive with the plates DQ1929. Her asking price? Only \$150. Needless to say a quick transaction took place. My seller was not unaware the car was worth more but she wished to see it restored to its former glory.

Soon I had the Nash home and worked out my plan of attack. I'd been given some good advice not to remove the body from the chassis until the body was repaired sufficiently to allow its removal without falling apart. This way the critical measurements could be retained.

With woodwork falling apart every time I touched it, care had to be taken. Where necessary woodwork was tied together with masking tape until it could be replaced. I'd purchased a number of lengths of rough sawn Southland Beech. This timber was dressed as required, cut, glued, shaped and fitted to replace the old decayed sections. Where sections of the old woodwork were retained they were treated with a preservative.

While I'm no woodworker the use of an easily worked timber, plus the fact it was to be hidden, made the job not too difficult. However the metalwork was a different story. Being faced with a reasonably straight but rust holed body and having never welded before I enrolled in a vehicle restoration class at the local Polytech. I started welding scraps of steel plate and finally graduated to doors, mudguards and anything else I could carry into class and home again each session. About that time I found I was able to do

When you double check everything prior to a run you stand a greater chance of running out of fuel.



a rough weld that with a grind and a bit of filler made a reasonable job. I soon ran out of carryable bits so had to invest in a small welding plant. The body repairs were a little more difficult as heat applied near wooden framework caused a few minor fires. I always worked with a bucket of water alongside me.

That was the work in the garage. At the same time I was busy researching, contacting other Nash owners, and sourcing parts. I'd joined Nash Car Club of America and also the N.Z. H.E.T. Club (inc. Nash and Rambler). From both these clubs (but in particular from the former with its thousands of members and vast access to information), I have obtained considerable assistance.

Some parts on my car were missing or beyond my capability to repair. I'd been told early on not to worry about the really bad bits as spares would turn up. At the time I didn't consider this very likely as there was only one other Nash 420 in Invercargill (it was restored), the next known being in the Ashburton and Christchurch areas. However parts did turn up; 2 wheels (my car is on disc wheels) from V.C.C. Marlborough. A car in bits from Ashburton, but as invariably happens with a dismantled car some parts were missing and patterns lost. A motor was located at Timaru V.C.C., a crank hole cover at Central Otago V.C.C. and numerous axles motor and gearbox parts and a chassis from various local sources. And I thought parts would be hard to find !!!

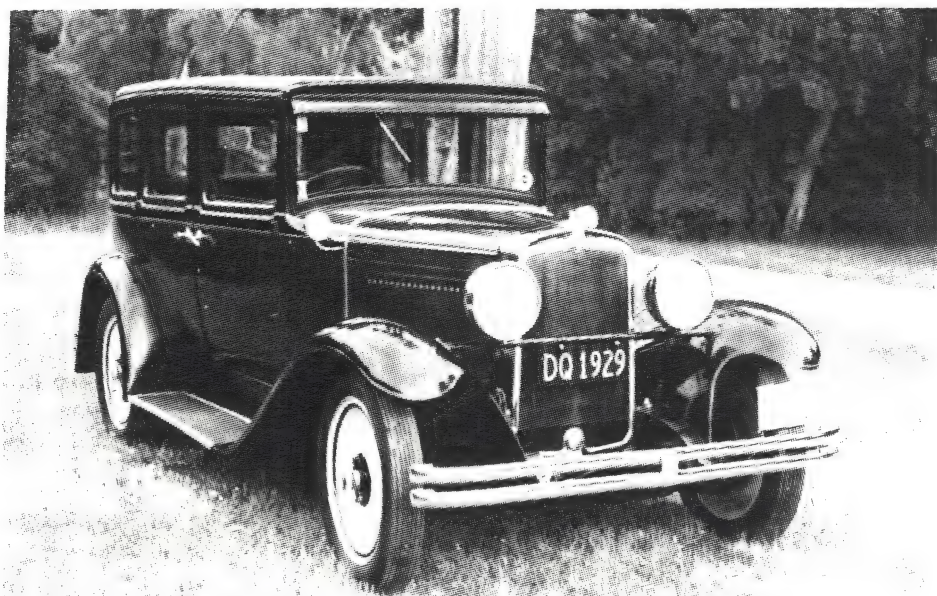
There were a few interruptions during the reconstruction period. House renovations and my double garage extended to provide a workshop slowed progress for a while.

Eventually the body reached a stage where less doors and guards it could be lifted from the chassis. This chassis was not a pretty sight. It was still together but badly rusted. I did have an alternative. Amongst the parts I had collected at that stage was a chassis, slightly twisted but otherwise in better condition. Laid down on the concrete drive with straight edges lying across it showed where the problem was. A couple of long pipe levers with a friend swinging one way and me the other we soon had a straight chassis.

This chassis was sandblasted, primed, minor holes repaired and reprimed. Springs were dismantled and worn leaves replaced with better ones were possible. These were re-assembled but being flat were taken to a Blacksmith-Springmaker to set up. I thought he would have had some idea of the required curvature but was wrong. After re-assembly I found the rear springs to be far too high and they had to be corrected.

Spring shackle pins were made up by a friend. Front and rear axles and the disc wheels were sandblasted and primed. One of the original wheels had suffered from the car at some time ending up in a ditch so I was glad of the two wheels from Marlborough. We soon had a rolling chassis, something we could push in and out of the workshop. We had progress!!

Painting the body was the next task. I soon learned that some



of the so called rust killing paints were bad news. Any rust areas were cleaned down as well as possible, treated with an acid rust killer then (when washed off and dried) followed with a good etch primer, an undercoat which was re-sanded then the top coats. Never having spray painted before I found this to be fun, but I did have to be patient. I found that although modern paint can be fast drying and easy to apply it paid to leave things for a few minutes between coats. The occasional mishap was due to my trying to get that little extra on.

The body now nicely painted was able to be lifted back on to the chassis and doors, sills, guards etc all passed through the painting and assembly stage.

Upholstery was another new task to learn. Between ourselves and with a little advice, my wife and I managed to get it all done apart from sewing on the door pockets which required a commercial machine. Rather than stay with the original black leather seats, leathercloth panels and headlining we chose a suitable cloth close to what was also used.

Motor reconditioning was carried out by a local V.C.C. member who had the expertise and equipment. The motor had to be bored and fortunately o/s pistons were available from the Timaru motor. Over the restoration period I'd had other under bonnet parts checked and repaired (including a carb built up by Geoff Clark) ready for the engine re-fit. Eventually the day arrived and with a borrowed crane the motor was lifted back into position.

A few weeks later and the big day arrived. The Nash didn't want to fire up from the battery so a tow was required and that soon had it livened up. Twice around the block, 6 years 4 months after bringing the car home and 20 1/2 years since the last W.O.F. expired.

It was December 1989 and the finishing touches still to be done. This gave me plenty of time to get the bugs ironed out and prepare for the big test, the "Pan Pacific". There were a few minor problems to sort out. Tyres that had been left for a "last minute" purchase became "almost unobtainable" and only available from overseas at double the price. Fortunately a new batch was made in time. On a local run with steep climbs the radiator showed some attention was required so this also was attended too.

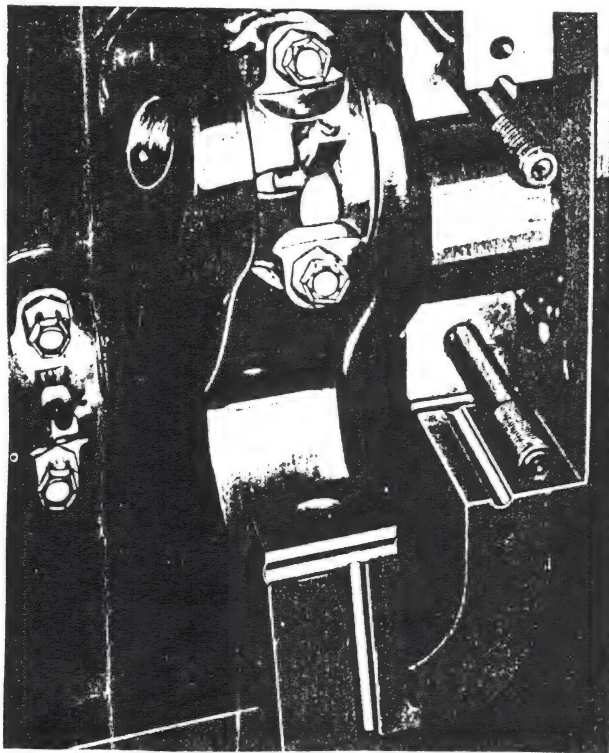
Well the "Pan Pacific" was to be the big test. A month away from home (we were part of "Len's Tour" from Invercargill), some 2793 miles to travel only a couple of minor repairs and one a bit more serious just 50 miles to home when a front stub axle broke. A tow was required for the final stage. A successful time, we came third in our group for the time trial, and yes it was a Nash that Richard Meads saw at the A.G.M. parked with the Brand X cars (N.Z. Triangle May/June 1992). We'd arrived late so parked in the "Nash" area.

The next project, a 1938 Nash, will keep me busy for a long time yet.



After the rear main bearing cap is replaced, cotton waste must be driven into the vertical packing holes to seal the side of the cap. A punch smaller in diameter than the vertical holes and at least 4" long will facilitate the packing of the cotton waste. Enough packing must protrude to seal between the pan gasket and bearing cap.

The front main bearing cap has both a horizontal and a vertical seal to prevent external oil leakage. This packing seals from leakage between the engine front end plate gasket and the bearing cap. The vertical grooves are packed before the horizontal grooves (Fig. 42).



**FIGURE 42—Front Bearing Cap Oil Seal
Groove Locations "Hornet" and
"Wasp" Series** 1955

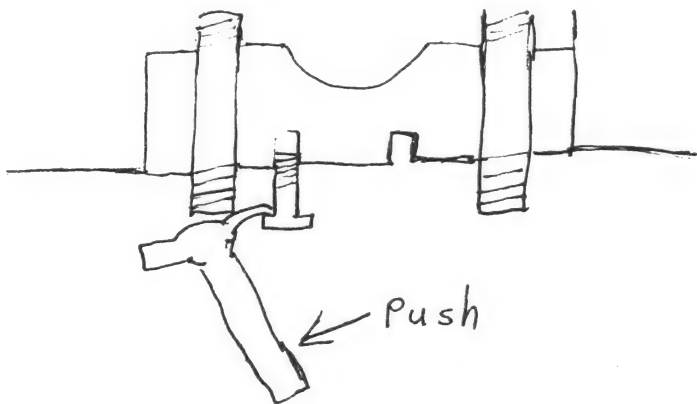
TECHNICAL TEASER

On the opposite page is an excerpt from the 1955 Hudson (American Motors) Technical Service manual. Which one of you can spot the error? First one with the correct answer gets a personally autographed Hudson postcard from the Librarian / Technical Advisor.

Send your replies to the Editor please.

On a serious note, there is a quicker and easier way to seal the front and rear main bearing caps, and that is to use the good old Silastic gun. Just bung it up the hole, and squeeze. Do make sure that you are using good quality gasket grade silicone though. I have found that it sets to good oil-tight plug.

Did you know there is also an easy to remove these bearing caps? After removing the castle nuts, insert a sump bolt a few threads into the hole in the cap, and using a claw hammer, levering against the stud on the front cap, and against one of the stud nuts held on the crankcase surface for the rear bearing, pull the caps down.



1942 Hudson Super Six

'The sleeper-kit'

In calendar year 1942, Hudson shipped only 5396 of its more than 40,000 1942 models.

The rest were built during the final months of 1941. In 1942, some 67 Hudson commercial vehicles were also produced - mainly Hudson pick-

ups, styled in front like the Hudson cars. February 5, 1942 was the date that civilian car production was suspended for the duration of World War II. Any new cars sold during 1943 and 1944 were simply stockpiled '42s.

In 1942, Hudson

offered the Six Business Six, De Luxe Six, Super Six, Commodore Six, Commodore Eight and Custom Commodore Eight. 1942 models were 'marked by longer, lower and more flowing body lines' (as shown on the illustrated Super Six

coupe). 'New front end and fender styling are stressed. Running boards are concealed.' The additional horizontal chrome strip linking body and fenders on the Super Six made the car look longer.

Hudson didn't do

much advertising of its '42 models, though in the September 22, 1941 issue of Life magazine there was a nice full page ad in black and white, showing various '42 Hudson features. One Hudson advantage was the optional 'Drive Master' semi-automatic transmission, which eliminated most gear-shifting and clutch-pushing. (The 'Drive Master' replaced the Vacuumotive automatic clutch available in preceding Hudsons.)

Another option was the 'Hudson

Sleeper Kit' which allowed the rear seat to fold down into a bed.

Hudson also offered 'Double Safe Brakes,' which provided a mechanical reserve brake should the hydraulic system ever fail. On the Commodore Series featured in the Life magazine ad, there was a more elaborate decorative piece in the centre of the grille and no chrome strip running down from the hood ornament (as found on the illustrated Super Six).

In the November

28, 1941 Saturday Evening Post, there was a black and white '42 Hudson ad featuring the Super Six two-door sedan plus a large picture of two hunting spaniels, entitled 'Nothing Counts Like Pedigree!' Back in the 1940s, dogs and other animals were often used in advertisements for various products.

Other '42 Hudson features: Airfoam seat cushions, new upholstery keyed to body colors and an available foot-controlled radio.

©1991 North America Syndicate, Inc. All Rights Reserved.



PICNIC AT KAIUAU (SUN 21 MARCH)

There will be a Picnic for all Club Members at Kaiaua on the Firth Of Thames on Sunday 21st March 1993. We will meet in the Kaiaua Pub car park at 12 midday. and will then proceed at a leisurely pace to a spot midway between Kaiaua and Miranda almost exactly OPPOSITE the Township of Thames. We will be right on the beach but easily visible from the road if you are a bit late.

If the weather is not co-operating on the day phone me on (09) 5763221. We are expecting upwards of a hundred cars but more likely it will be about four. The three Musketeers will be in attendance and probably the Morrinsville crew led by El Presidente. Moderns OK, bring BBQ, kite cricket kit, etc, etc. If you feel 'like' bringing some "stuff" we might have an impromptu swap meet.



NEW NEW NEW PROJECT PROJECT

WANTED 1936 TERRAPLANE OWNERS

REPRODUCTION PARTS

I am able to organize the reproduction of the very fragile GRILL MASCOT MOUNTING complete with TERRAPLANE script and also the not quite so fragile BOOT EMBLEM.

As with the other projects, all initial orders will be at COST PRICE and then become's HET Vic Club property and sold at a higher price.

ITEM 1. 1936 TERRAPLANE GRILL MASCOT MOUNTING
Chrome plated in one piece
Will be stronger than the original item

COST. Will depend on the number ordered.
as a guide tooling up costs \$200 + \$20 each
If 10 reproduced for us - \$40 +pp
If 20 " " " - \$30 +pp

If you have an original one on your car, when the time comes for you to take it off, their is a good chance the " Terraplane " section will break off.

ITEM 2. 1936 TERRAPLANE BOOT EMBLEM
Chrome plated with red painted insert
Looks good on the car as well as mounted on a stained piece of wood on show in that glass cabinet

COST. Will again depend on number ordered
as a guide tooling up costs \$200 + \$15 each
If 10 reproduced cost will be \$35 + pp
If 20 " " " " \$25 + pp

||| DO NOT SENT MONEY WHEN ORDERING. ALL I WANT TO KNOW IS HOW MAY YOU WANT TO PURCHASE.

UPDATE. I hope to have some more '34 & '35 Terraplane mascots in the mail which should complete all interstate orders by I hope mid February '93. Remaining orders should not be too far behind. (problem appears to be the Chrome Platter)

Tooling up has started for 1934 Hudson Mascot. As you will appreciate it's more involved than the '34 Terraplane mascot. Delivery date may be 2-3 months. COST- Abt \$42 each + pp

RESTORING OLD CARS HAS TAUGHT US ALL TO BE PATIENT AS IN TIME ALL PROBLEMS CAN USUALLY BE SOLVED.

CONTACT: Phil Haxby, 216 Ryans Road, ELTHAM NORTH, Vic. 3095
Ph. (03) 439 2585. AUSTRALIA.

=====

WANTED

=====

Dover radiator badge; 1928 Essex door handles;
2 interior, 2 exterior; 1928 window winder
handles; 1928 instruments.

Will swap for 1929 Essex interior/exterior
door handles, window winder, door pulls.

Graeme Shaskey,
181 Grimseys Road,
Christchurch.

Ph: (03) 3525-217

FOR SALE

1927 Essex 4 Door Sedan. Reconditioned motor, new bearings etc in g/box, new fuel tank, 4 new tyres, rego till March. Many spares, workshop manuals (2), and original ownership papers. \$8000 (over \$4000 spent on motor, g/box, tank and tyres).

Ph: Ron 06 8768468 AH

36 years experience, all models Hudson - Essex - Terraplane. Engine & gearbox rebuilds, clutches brakes, steering etc. Now living in N.I., so handier for Northerners if you want work done. Reasonable rates.

Geoff Clark,
29 Sutherland Cres,
Palmerston North.
Ph 06 - 354 2992.

1924 ESSEX 6 CYL. 4 DOOR TOURER. LIKE NEW.
ORIGINALLY OWNED BY FRED WECH OF WARKWORTH.
\$22,000 O.N.O. (WITH SPARES). PH.09-422 7739

WANTED

Marvel carb. for Hudson Super Six.
I have been running it on a Tillotson with limited success. Perhaps, you may be able to supply me with another alternative.

Brett Rossiter
Ph: (07) 8556774 collect.

PATRON	NEL ROYCHISE	118 REMIERA ROAD, AUCKLAND 5
PRESIDENT	REN TUCK	34 OSBORNE AVENUE, MORNINGSVILLE
VICE PRESIDENT	MARK SPACKMAN	9 POLLEY CRESCENT, KAITIKI
VICE PRESIDENT	CHRIS KOME	94 PARQUARDS ROAD, CHRISTCHURCH 5
SECRETARY/TREASURER	ARNOLD VAN ZON	16 VALENTE CRESCENT, OKARA, R.D. 2, ALBANY AUCKLAND
EDITOR	CHRIS TWILAR	20 CHEAM PLACE, PAKURANGA, AUCKLAND
LITERARIAN	GEORF CLARK	29 SUTHERLAND CRESCENT, PALMERSTON NTH.
AREA REPRESENTATIVES		
NORTHLAND	KEITH TWILAR	R.D. 1, MANAKAREI
AUCKLAND	JOHN ZON	30 SYLVAN GRES. TE AWAITU STN, AUCKLAND
WAIKATO	BRETT ROSSITER	37 TE AOKA STREET, HAMILTON
TARANAKI	COLIN POLGLASE	313 PARKLEY ROAD, NEW PLYMOUTH
MANAWATU	DICK HAWOCK	15 BRIDGE STREET, BULLS
NAPIER/HASTINGS	HARVE EVANS	EVANS ROAD, TOWERD, R.D. HASTINGS
MELLINGTON	NEV TRETHEKAY	7 CLAY ALICE GROVE, WEDGEM
NELSON	GEORF CLARK	29 SUTHERLAND CRESCENT, PALMERSTON NTH.
CAN/NTL. CMT.	GRABBE SHAWKEY	181 GIBBERS ROAD, CHRISTCHURCH
SOUTH CANTERBURY	FRED WHITELEY	7 IRVINGAR PLACE, TIMARU
Otago SOUTH	ARTHUR BENNETT	35 HAYFIELD ROAD, DUNEDIN
TECHNICAL ADVISORS		
H.E.T.	GEORF CLARK	29 SUTHERLAND CRESCENT, PALMERSTON NTH.
NSH	JOHN COPE	42 TAY STREET, MOSGIEL, DUNEDIN

IF UNCLAIMED PLEASE RETURN TO
20 CHEAM PLACE, PAKURANGA, AUCKLAND. 6

REGISTERED AT P.O.H.O.
WELLINGTON AS A MAGAZINE

THE NEW ZEALAND TRIANGLE is published by the NEW ZEALAND HUDSON ESSEX TERRAPLANE CLUB Inc NASH and RAMBLER. To join the Club apply to the Secretary. This Magazine can be produced only with the HELP of Members in supplying to the Editor articles on Restoration, Technical and General Interest to members. The High Standard of this magazine is your Responsibility.

Black and White or Colour Photos are acceptable. Adverts are inserted FREE OF CHARGE to FINANCIAL MEMBERS of the Club.
Adverts will not be accepted by phone.

POSTAGE PAID
AUCKLAND N.Z.
Permit No. 1538